

APPENDIX A

Existing and Future Conditions, Supplemental Information

METROPOLITAN TRANSPORTATION SYSTEM/CONGESTION MANAGEMENT PROGRAM SYSTEM

Portions of Alameda County's roadway and transit network have been included in the CMA's Congestion Management Program-designated system and the Metropolitan Transportation Commission's (MTC) Metropolitan Transportation System (MTS)—those streets and roads, highways, mass transit routes, bikeways, transfer points, airports and seaports considered essential for regional mobility. Figures A.1 and A.2 show the MTS/CMP roadway and transit networks.

MTS routes are comprised of facilities and services that are crucial to the freight and passenger mobility needs of the Bay Area. The criteria used in defining the MTS Roadway System are qualitative and are intended to

provide a framework for defining a connected system to be managed within each county. The Roadway MTS along with the Transit MTS is intended to define a multimodal transportation system of regional significance. MTS arterial street and highway system criteria are listed below:

- Provides access to the major central business districts, major activity centers or major employment destinations;
- Provides mobility and accessibility within and around major central business districts or other major areas of high density;
- Is important for interregional and/or intraregional connectivity;
- Provides key alternative for local trips parallel to a freeway;
- Provides access to major freight transfer facilities;

- Provides critical access for transit services or hubs of regional or corridor importance;
- Provides important connectivity for the MTS;
- Provides essential access to disadvantaged neighborhoods.

The designated CMP roadway and transit systems are a subset of the MTS. This assures regional consistency among the various CMP-designated systems, particularly for facilities that cross borders. CMP arterial street and highway system criteria are listed below:

- All state highways.
- Must carry 30,000 vehicles per day for at least one mile.
- Must be a four or more lane roadway.
- Must be a major cross-town connector, traversing from one side of town to the opposite.
- Must connect at both ends to another CMP route, unless route terminates at a major activity center.

Transit Services

Existing bus, rail and ferry transit services are provided by BART, AC Transit, LAVTA, Union City Transit, Alameda-Oakland Ferry Service, Alameda Harbor Bay Ferry Service, Altamont Commuter Express and the Capitols commuter rail service. Table A.1 summarizes existing average daily ridership, fare, headway and key performance related data.

BART

The BART system provides rail transit service in Alameda as well as Contra Costa, San Francisco and the northern portion of San Mateo counties. BART operates 39 stations in four counties with 19 stations in Alameda County. This includes two new stations that were added to the system in 1997 at Castro Valley and Dublin/Pleasanton. Approximately half of the current weekday ridership involves travel between the east and west bay areas. In 2000, the average BART rider traveled approximately 13.0 miles per trip.

During weekdays, BART provides service on five routes with 15-minute headways, and more frequent service during peak periods. Depending on the trip origin or destination, service is provided every three to 15 minutes during the peak commute periods. Two transfer points at

MacArthur and 12th Street stations provide timed transfers between BART lines. During evenings, service is provided at 20-minute intervals on three routes. Again, depending on the trip origin or destination, BART service is provided every three to 20 minutes during the midday and evening periods.

AC Transit

AC Transit's service area extends from San Pablo Bay in Contra Costa County to the southern city limits of Fremont in Alameda County, but does not serve east Alameda County. AC Transit operates two main types of bus service: East Bay local service and transbay service. East Bay local service offers local stop service within the AC Transit service area (most of Alameda County and West Contra Costa County), including supplemental school service offered during the school months and community-based service that provides sporadic but direct midday service from community centers to shopping and other services. Transbay service operates from East Bay catchment areas to the Transbay Terminal in downtown San Francisco. The District operates the following:

- 89 East Bay local routes
- 4 East Bay limited routes

- 3 East Bay express routes
- 4 Community Service routes
- 4 Welfare to Work routes
- 37 Transbay routes, including their distinct derivations

AC Transit also participates in a jointly funded route (the DB route, or Dumbarton Express) operated by a private operator across the Dumbarton Bridge between Union City and Palo Alto.

Changes in service have been implemented by AC Transit since the last update of the *Countywide Transportation Plan*, including route restructuring of its Transbay service, additional AC Transit commuter routes and providing additional service in the Fremont/Newark area. It should be noted that AC Transit began operating 24-hour service on six trunk lines in FY 1999-2000. AC Transit has also restructured service to accommodate the ACE schedule in Fremont.

LAVTA

The Livermore Amador Valley Transit Authority (LAVTA) provides local service to

the cities of Dublin, Livermore and Pleasanton and to the adjacent unincorporated areas of Alameda County. LAVTA provides fixed-route service to all three cities on 32 routes, as well as demand responsive service to elderly and disabled persons in Dublin and Livermore and school service. The current fleet consists of 67 fixed-route, 14 subscription, and 15 demand-responsive DART/paratransit vehicles. Weekday service is provided from 5:30 a.m. to 7 p.m. for local service and 5 a.m. to 1 a.m. for intercity service with reduced service on the weekends. Headways during peak periods are 15 minutes with 30-minute headways for non-peak and weekend service. DART operates on weekdays between 9 a.m. and 2 p.m. and Saturdays in Pleasanton and Dublin. Express bus service is provided from Pleasanton and Livermore to C Street and 5th Avenue in Sunnyvale and between Walnut Creek and Dublin twice a day during commute hours.

Changes in service have been implemented by LAVTA, including increased frequency on service on some LAVTA bus routes, particularly on Sundays and extended evening hours to northeast Livermore (Springtown). In January 1998, eight months after the Dublin/Pleasanton BART station opened, LAVTA inaugurated its Livermore multimodal transit center. Aside from

serving as a functional and physical hub for fixed-route local bus service, the transit center also facilitates Greyhound intercity buses. The center connects directly to commuter trains via its rail platform, and has over-the-counter customer service for information and ticket sales.

A year after the transit center opened, the Altamont Commuter Express (ACE) train began service between Stockton and San Jose in November 1998, serving three stops in the LAVTA coverage area. When this service began, LAVTA implemented two shuttle routes connecting to all ACE trains. The Pleasanton shuttle connects with the BART station and major employers such as the Hacienda Business Park, while the Livermore shuttle serves the Lawrence Livermore National Laboratory and Sandia Laboratories.

Union City Transit

Union City Transit provides fixed-route and paratransit services within the city limits of Union City. Currently, the transit agency contracts with Ryder/ATE for operations and maintenance. Service is provided from 4:15 a.m. to 9:20 p.m. on weekdays, 6:55 a.m. to 7:25 p.m. on Saturdays, and 8:00 a.m. to 6:30 p.m. on

Sundays. Union City Transit coordinates its service with AC Transit, BART and the Dumbarton Express bus. There are 13 motorbuses and five paratransit vehicles in the active fleet.

Ferries

Alameda/Oakland Ferry Service provides service between San Francisco's Ferry Building, San Francisco's Pier 39, Alameda's Main Street terminal and Oakland's Jack London Square. The city of Alameda and the Port of Oakland operate the service. Weekday service includes eleven commute and four midday departures. Service hours are 6 a.m. to 9:30 p.m. with 30-minute headways during the peak period. Weekend schedules vary seasonally with nine departures per day during the summer. Seasonal service is offered from Alameda and Oakland to Angel Island State Park and PacBell Park.

Alameda Harbor Bay Ferry provides passenger ferry service between Alameda's Bay Farm Island and the San Francisco Ferry Building. Weekday service consists of three morning and four evening commute period trips.

ACE Commuter Rail

In October 1998, Alameda Commuter Express (ACE) Commuter Rail began providing service between Stockton and San Jose during the weekday morning and evening commute periods only. The service operates three round trips per day running approximately one every hour between the commute hours of 4:15 a.m. and 8:56 a.m. and 6:42 p.m. and 8:53 p.m. There are four stations in Alameda County: Fremont, Pleasanton, Livermore and Vasco.

Two round-trip ACE trains (4 trains, 2 westbound from Stockton to San Jose in the morning peak period and 2 eastbound from San Jose to Stockton in the evening period) serve Alameda County. Service began in October 1998 and four stations are located in Alameda County: Vasco, Livermore Transit Center, Pleasanton, and Fremont. A third ACE train (round-trip) was initiated on March 5, 2001, with a planned fourth round trip in Fall 2001. A turnback train was initiated between Pleasanton and San Jose on February 21, 2000.

Capitol Corridor

Approximately eight Amtrak Capitol Corridor daily round-trip trains (17 trains, 8 northbound and 9 southbound) serve Alameda County

Amtrak stations located in Berkeley, Emeryville, Oakland, Hayward and Fremont-Centerville. During the peak commute hours, four trains pass through Alameda County, two northbound and two southbound trains in each the morning and evening peak periods. Bus connections from the Emeryville station and San Francisco International Airport were added in May 1998. In 1997, a new transportation terminal was added in Hayward.

Park-and-Ride Lots

In June 1999, the CMA did a survey of park-and-ride lots in Alameda County. The 13 lots are listed below:

- Doolittle Drive at Island Drive (Alameda)
- 7th Street at Folger Avenue (Berkeley)
- I-580 at Fruitvale Avenue (Oakland)
- Mandela Parkway and 7th Street (Oakland)
- Mountain Boulevard at Redwood Road (Oakland)
- I-580 at Center Street (Castro Valley)
- Foothill Boulevard at John Drive (Castro Valley)
- Mission Boulevard near Callery Court (Fremont)

- Mission Road near the I-680 and Mission Boulevard interchange (Fremont)
- Route 84 at Ardenwood Boulevard (Fremont)
- East Airway Boulevard at Rutan Drive (Livermore)
- Portola Avenue at Alviso Place (Livermore)
- Owens Drive at Chabot Drive (Pleasanton)

Park-and-ride lots are used by transit passengers and those who rideshare. Ridesharers often seek parking places that are closer to their homes than the nearest park-and-ride lot. For this reason, park-and-pool lots might serve the needs of ridesharers better than large park-and-ride lots. Park-and-pool lots tend to provide fewer parking places than transit-oriented park-and-ride lots. Often, they are sections of existing commercial center or church parking lots, which typically are underutilized on weekdays. Lots along Transbay, express or key route corridors can be effective in increasing mobility and reducing congestion along major MTS corridors. The CMA will be conducting a park-and-ride study in the near future.

Figure A.1 — Metropolitan Transportation System, Streets and Highway System in Alameda County

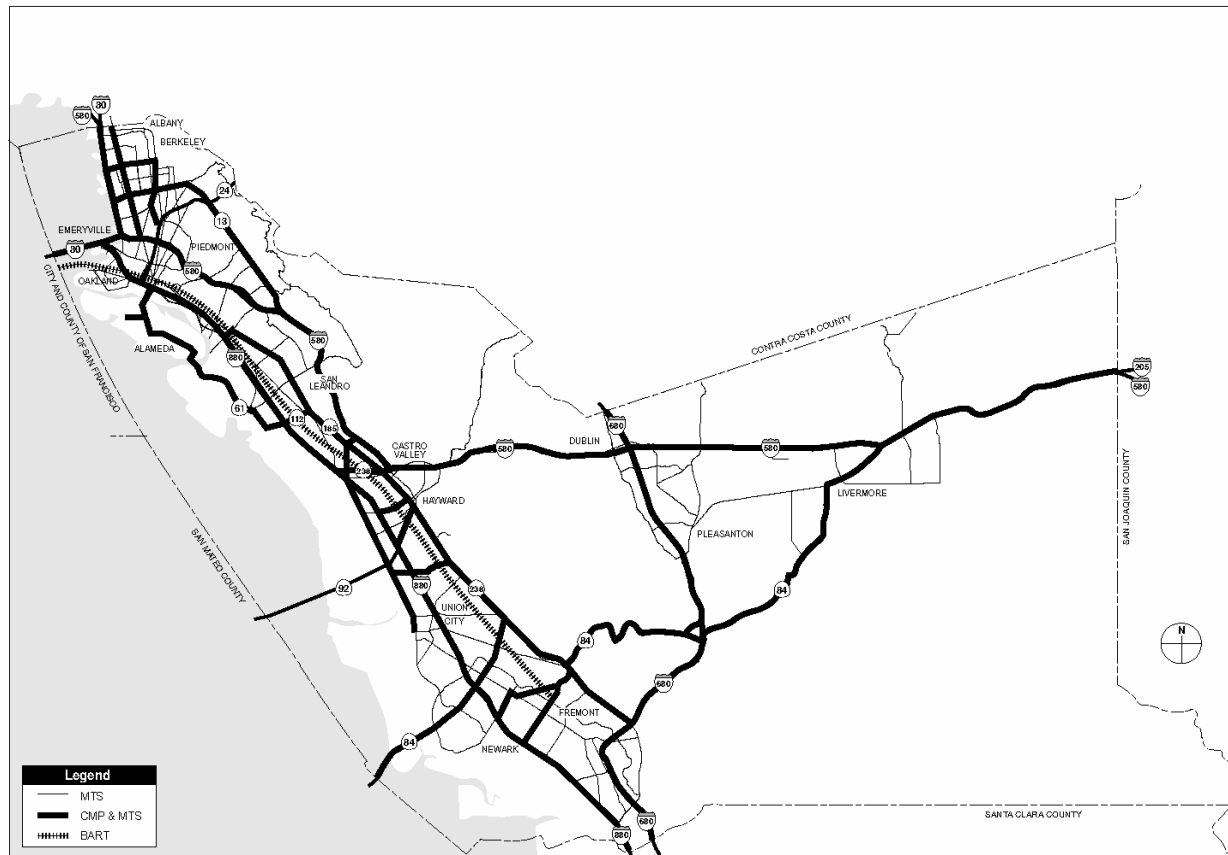


Figure A-1

Figure A.2 — Metropolitan Transportation System, Transit Corridors

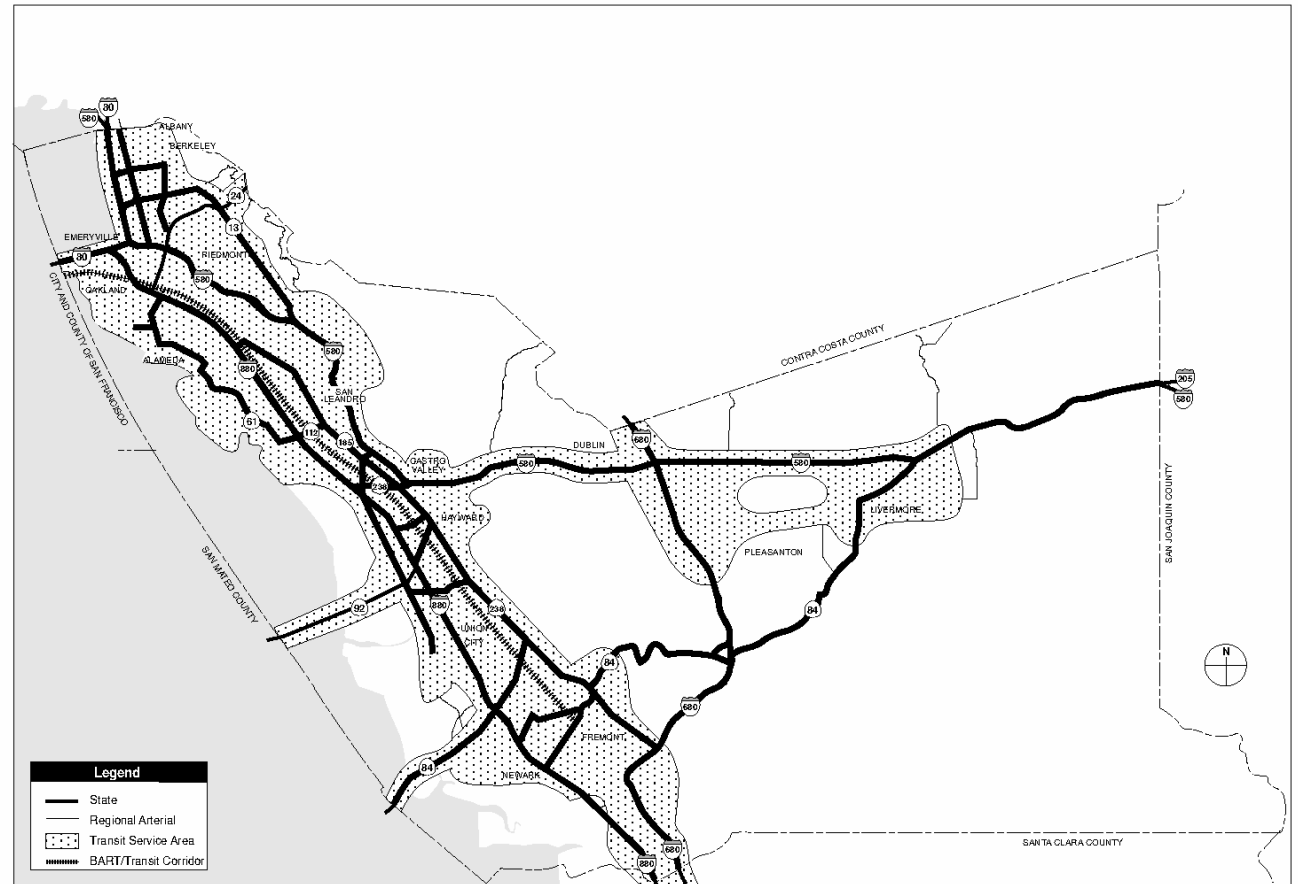


Figure A-2

Table A.1 — Existing Transit Operations Key Performance Measures (1999-2000)

Transit System	Daily Patronage (Average weekday number of passengers/day in Alameda Co.)	Headways (Peak/ Off-peak) (in minutes)	Average On-Time Performance (%)	Basic Fare (\$)	Fare-Box Recovery Rate (%)	Operating Subsidy per Passenger (\$)
AC Transit	197,600	6-30/10-60	73	1.25-2.75	24.8	1.99
BART Rail	104,700	2.25 / 10 Transbay up to 15/20 elsewhere	92.2	1.10-4.75	63.8	NA
LAVTA	7,300	15-30/30-60	95	1.00	19	3.01
Union City Transit	2,000	15-30/30-60	88	1.00	15.84	3.07
ACE	2,048	6 trains during the peak/0 trains off peak	91.3	3.00-11.00	42	6.90
Capitol Corridor Intercity Rail	767,750	4 trains during peaks/13 train off-peak	79.1	14.00 Sacto to Oakland; 8.00 Oakland to San Jose	35.7	NA
Alameda/ Oakland Ferry to SF	2,200	30/135	NA	5.00	NA	NA
Alameda Harbor Bay Ferry	500	30/135	NA	5.00	NA	NA

1 CMA, 2000 “State of Transportation in Alameda County”, the 2000 Performance Report (printed September 27, 2001). For UC Transit, LAVTA and ferry daily patronage, Table 14 data divided by 250 days to obtain average weekday.

PUBLIC OPINION

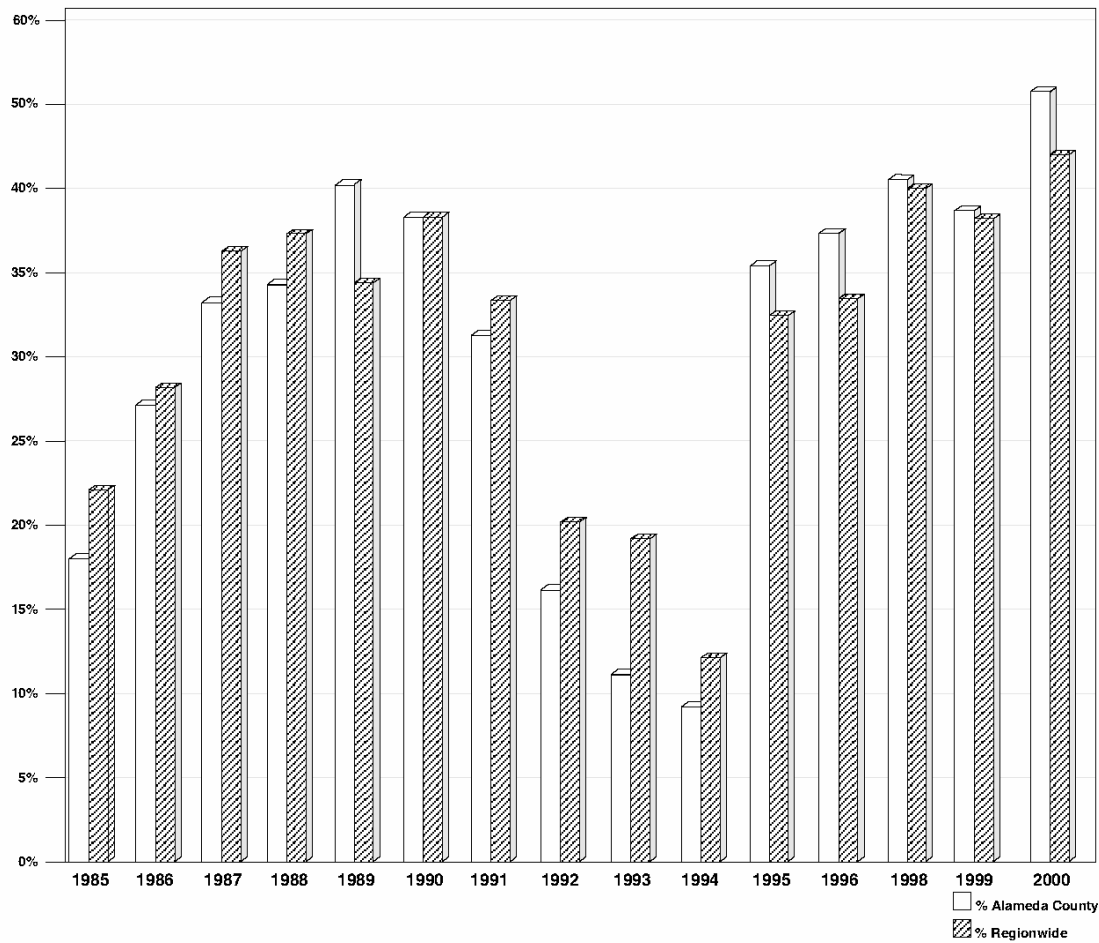
Annual surveys conducted by the Bay Area Council have consistently shown transportation as a top regional issue. In fact, transportation was ranked as the number one issue for seven consecutive years (1985 through 1991) according to Bay Area residents, including those living in Alameda County. In 1992 and 1993, transportation ranked number two in the region behind the economy, and number three by Alameda County residents behind the economy and crime. In 1995, transportation ranked second behind crime and in 1996 through 2000 (with the exception of 1997, for which data is not available), transportation again ranked number one in the Bay Area as well as in Alameda County. In 2000, a record number of Bay Area residents (43 percent) and Alameda County residents (53 percent) ranked transportation as the number one issue. Figure A.3 presents the results of the annual poll conducted by the Bay Area Council since 1985.

Safety and Security

As shown in Table A.2, in general, the accident rate (i.e., the number of accidents per million vehicle miles of travel) has dropped on seven of the 10 freeways located in Alameda County.

Accident rates rose on I-80 and decreased on I-238 and Route 84 (Dumbarton Bridge), the three facilities in Alameda County that had the highest accident rates in 1999. Generally, the accident rate in Alameda County is higher than the statewide average for similar types of facilities.

Lack of security and the perception of high-crime activity at transit stations and bus stops represent one barrier to encouraging some people to switch from driving their personal automobile to using transit. Crime statistics compiled by BART police for 2000 are listed in Table A.3. Crime statistics compiled for AC Transit for 2000 are shown in Table A.4. Statistics for other transit operators by bus stop are not available.

Figure A.3 — Public Opinion, Percentage of People Saying Transportation is the Number One Problem in the Bay Area

Source: Bay Area Council